

A Brief History of the



58th Special Operations Wing

Kirtland Air Force Base, New Mexico

On the cover: The emblem of the 58th Special Operations Wing was first approved on 10 August 1942 for use by the 58th Fighter Group. The wing received approval to use this insignia as its official emblem on 18 November 1952.

Description: Azure, on clouds in base a representation of the Greek mythological goddess Artemis with quiver and bow, in her chariot drawn by two deer.

Significance: The primary colors of the shield, ultramarine and Air Force yellow, are the colors of the United States Air Force. The goddess Artemis, or Diana, the daughter of Jupiter, was the Olympian goddess of the hunt. She always returned successfully from her ventures.



Colonel James L. Cardoso
Commander, 58th Special Operations Wing
15 July 2010 – present

Summary of Changes

This pamphlet is an update to the July 2009, “A Brief History of the 58th Special Operations Wing” per AFI 84-101 2.3.3.

This document reflects changes to honors, recent history, aircraft, and chronology. Additional photographs have also been added to the historical narrative chapter.

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58 SOW Organization





WHERE WE FIT





CUSTOMERS



Wing Chronology

58th Fighter Group|Fighter-Bomber Wing|Tactical Fighter Training Wing Chronology

- 15 Jan 1941 The War Department activated the 58th Pursuit Group (Interceptor) at Selfridge Field, Michigan.
- 15 May 1942 The 58th Pursuit Group was redesignated the 58th Fighter Group.
- 1 Feb 1944 The 58th Fighter Group entered combat on the island of New Guinea.
- 26 Dec 1944 The 58th Fighter Group earned a Distinguished Unit Citation for a night attack on a Japanese naval force that threatened the Allied beachhead on the island of Mindoro.
- 27 Jan 1946 The War Department inactivated the 58th Fighter Group.
- 10 Jul 1952 The Air Force activated the 58th Fighter-Bomber Wing (FBW) at Itazuke Air Base, Japan.
- Aug 1952 The 58 FBW moved to Taegu Air Base, South Korea.
- 27 Jul 1953 58 FBW F-84G Thunderjets bombed enemy targets on the last day of declared combat in the Korean War. For its service, the wing earned the Republic of Korea Presidential Unit Citation.
- 15 Mar 1955 The wing moved to Osan Air Base, South Korea.
- 1 Jul 1958 The 58 FBW inactivated.
- 22 Aug 1969 The 58 FBW was redesignated as the 58th Tactical Fighter Training Wing.
- 15 Oct 1969 The 58th Tactical Fighter Training Wing activated at Luke Air Force Base, Arizona.

- 7 May 1971 The wing received its first F-4.
- 14 Nov 1974 The wing received its first F-15.
- 1 Apr 1977 HQ USAF redesignated the wing as the 58th Tactical Training Wing.
- 6 Dec 1982 The wing received its first F-16.
- 1 Oct 1991 The Air Force redesignated the wing as the 58th Fighter Wing (FW).
- 10 Feb 1994 First Lieutenant Jeannie Flynn became the first female Air Force F-15E fighter pilot.

1550th Aircrew Training and Test/ Combat Crew Training/ 542nd Crew Training Wing Chronology

- 1 Apr 1971 1550th Aircrew Training and Test Wing (ATTW) is activated at Hill AFB, Utah to serve as a test center and schoolhouse for rescue crews.
- 27 June 1971 The 1550 ATTW performed its first search and rescue operation, employing an HC-130 and H-53 to rescue 26 Boy Scouts and their two scout leaders who had become lost in the Green River area near Price, Utah.
- 20 Feb 1976 The 1550 ATTW moved to Kirtland AFB, New Mexico, retaining their mission of training helicopter and fixed-wing search and rescue aircrews.
- 15 May 1984 The 1550 ATTW redesignated as the 1550th Combat Crew Training Wing (CCTW).
- 1 Oct 1991 The 1550 CCTW inactivated and its mission is transferred to the 542nd Crew Training Wing (CTW). The mission remains at Kirtland AFB.
- 1 Apr 1994 The 542 CTW is inactivated.

58th Special Operations Wing Chronology

- 1 Apr 1994 The designation of the 58th moved to Kirtland Air Force Base, New Mexico and was redesignated as the 58th Special Operations Wing (58 SOW). The 58 SOW replaced the 542d Crew Training Wing.
- Sep 1994 The wing deployed 27 personnel in support of Operation Restore Democracy in Haiti.
- 28 Sep 1995 The 58th Training Support Squadron activated.
- 21 Dec 1999 The Air Force redesignated the 23d Flying Training Flight as the 23d Flying Training Squadron (23 FTS).
- 6 Oct 2000 The Air Force redesignated the 512th Special Operations Squadron as the 512th Rescue Squadron (512 RQS).
- 1 Mar 2001 58th Training Support Squadron was redesignated as the 58th Training Squadron (58 TRS).
- 11 Sep 2001 Following a series of terrorist attacks in the United States, the 58 SOW provided airlift for members of a federal counter-terrorism task force responding to the crash site of Flight 93 in Pennsylvania. MC-130H COMBAT TALON II, tail number 87-00125 of the 550th Special Operations Squadron (550 SOS) flew this mission.
- 4 Feb 2002 Airman Vanessa E. Dobos became the first Air Force female helicopter aerial gunner.
- 18 Jul 2002 Aircraft maintenance functions transferred from the operations group to the maintenance group. The 58th Logistics Group was redesignated as the 58th Maintenance Group. The 58th Logistics Support Squadron was redesignated as the 58th Maintenance Operations Squadron (58 MOS) and the 58th Aircraft Maintenance Squadron was activated (58 AMXS).

- 24 Sep 2003 Airman Melody C. Boates became the first female active duty Air Force non-prior service HH-60G flight engineer.
- 25 Sep 2003 Airman Tanya R. Harwood became the first female active duty Air Force non-prior service UH-1N flight engineer.
- 1 Oct 2003 Responsibility for combat search and rescue transferred from Air Combat Command to Air Force Special Operations Command.
- 23 Nov 2003 Major Steven Plumhoff, a helicopter pilot, assigned to the 551st Special Operations Squadron died in a MH-53M crash near Bagram Air Base, Afghanistan.
- 1 Jan 2004 Air Education and Training Command activated Detachment 1 of the 58 SOW, Operating Location A of the 58th Aircraft Maintenance Squadron and Operating Location B of the 58th Maintenance Squadron at Kirtland Air Force Base to pave the way for standing up a new CV-22 training squadron.
- 1 May 2004 The United States Army at Fort Rucker Alabama, transferred ownership and responsibility for Air Force undergraduate helicopter pilot training back to the Air Force and 58 SOW. By October 2004, the 58 SOW received 40 UH-1Hs from the Army. For the first time in more than 30-years the Air Force resumed sole ownership of Air Force helicopter pilot training.
- 1 Oct 2004 Detachment 1 of the 58th Operations Group (Det 1, 58 OG) activated at Marine Corps Air Station, New River, North Carolina, to support CV-22 initial pilot training.
- 29 Nov 2004 Francis Street, which leads into the 58 SOW headquarters area, was redesignated “Plumhoff Way” in honor of Major Steven Plumhoff, killed on 23 Nov 03; the wing’s first casualty to the global war on terrorism.
- 20 May 2005 Air Education and Training Command activated the 71st Special Operations Squadron (71 SOS) to serve as the Air Force’s CV-22 training unit.

- 20 Mar 2006 The Air Force's first operational CV-22 arrived at Kirtland AFB.
- 1 Apr 2006 The continental U.S. search and rescue mission was transferred back to Air Combat Command at Langley Air Force Base, Va.
- 1 Feb 2007 The 71st Special Operations Squadron announced it was ready to train CV-22 aircrews.
- 30 Mar 2007 First Lieutenant William J. Thompson and Airman First Class Evan R. Pinkerton became the last MH-53 aircrews to graduate and earn their red scarves.
- 27 Apr 2007 The last of the 58 SOW MH-53J aircraft is retired, and the training pipeline for all future USAF MH-53 aircrews is officially closed.
- Aug 2007 58 SOW began development of the UH-1N Combat Mission Training program, in response to the critical need to train non-tactical qualified USAF pilots selected to instruct the Iraqi Air Force on combat tactics. The first course began in October 2007.
- 9 Oct 2007 The Basic Aerial Gunner course conducted at Kirtland AFB graduates its final students before moving to Lackland AFB, Texas.
- 8 Dec 2007 Air Education and Training Command inactivated the 551st Special Operations Squadron after 36 years of flying training at Hill AFB, Utah and Kirtland AFB, New Mexico.
- Jan 2008 23 FTS, Ft Rucker, AL, acquired and started Operational Utility Evaluation for the TH-1, "Huey II" aircraft, the USAH follow-on for specialized undergraduate pilot training.
- Jun 2008 HQ AETC awarded the 58 SOW the Air Force Outstanding Unit Award for the period of 1 July 2007 to 30 June 2008. This is the 10th AFOUA awarded to the wing in 14 years.

- 16 Sep 2008 The first student flights for the TH-1H take place at Ft. Rucker, Alabama.
- 10 Jun 2009 The wing participated in its 300th search and rescue operation since the mission was assigned to Kirtland AFB in 1976. An MC-130H was diverted from a training mission to assist with direction-finding capability in locating a downed civilian police helicopter. A ground party located the aircraft before the MC-130H aircrew arrived on site.
- 7 Aug 2009 Detachment 1 of the 58th Special Operations Wing stood up in preparation for the planned arrival of the C-130J.

A Brief History of the 58th Special Operations Wing

Located on Kirtland Air Force Base (AFB), the 58th Special Operations Wing (58 SOW) serves as the premier training site for Air Force special operations and combat search and rescue aircrews. The wing provides undergraduate, graduate and refresher aircrew training for special operations, combat search and rescue (CSAR), missile site support and distinguished visitor airlift in direct support of Air Expeditionary Forces (AEF) for the world's best aerospace force.

The 58 SOW employs more than 1,800 active-duty and civilian personnel and trains over 1,800 students a year. The wing operates seven different weapon systems—UH-1H, UH-1N, TH-1H, HH-60G, HC-130P/N, MC-130P, MC-130H, and CV-22—totaling more than 70 assigned aircraft. The wing teaches more than 100 courses in 29 aircrew positions including pilot, navigator, electronic warfare officer, flight engineer, communications system operator, loadmaster and aerial gunner. Additionally, the wing responds to worldwide contingencies and provides search and rescue support to the local community.

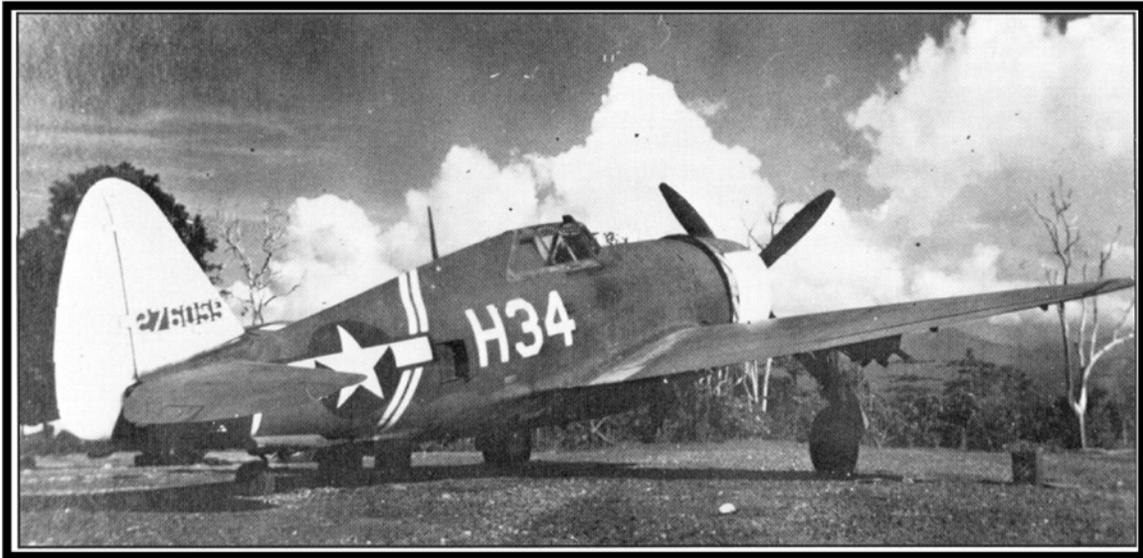
The 58 SOW enjoys a long and prestigious history, but it has not always served as a special operations wing. While the history of the 58 SOW officially began with the activation of the 58th Fighter-Bomber Wing (FBW) on 10 July 1952, its bestowed lineage traces back to the 58th Fighter Group of World War II. As a lineal descendant of this unit, the wing displays the streamers and awards earned by the 58th Fighter Group.

Bestowed History

The Army Air Corps established the 58th Pursuit Group (Interceptor) on 20 November 1940 and activated it at Selfridge Field, Michigan on 15 January 1941. In October 1941, the group moved to Baton Rouge, Louisiana, and then to Dale Mabry Field, Florida, in March 1942. During this time, the group provided replacement training for pilots in a mix of fighters such as the P-35, P-36, P-39, P-40 and P-43. In May 1942, the 58th Pursuit Group was redesignated as the 58th Fighter Group (58 FG). Before seeing combat in the Pacific, the 58 FG served as a flying training group, training Chinese and South American pilots and some of America's Tuskegee Airmen and Flying Sergeants. The 58 FG also had the mission of protecting the East Coast and the nation's capital from attack from September 1942.

Between October and December 1943 the 58 FG deployed to New Guinea via Australia. Equipped with the Republic P-47 Thunderbolt, nicknamed "The Jug," the

group served under Fifth Air Force. The 58 FG entered combat in February 1944, flying protective patrols over American bases and escorting transports. The 58 FG also provided fighter support for bombers attacking Japanese airfields and installations and escorted convoys to the Admiralty Islands. The 58 FG moved to Noemfoor Island in August 1944. From there, they bombed and strafed enemy airfields on Ceram, Halmahera and the Kai Islands.



A 58th Fighter Group P-47 serving in the South Pacific

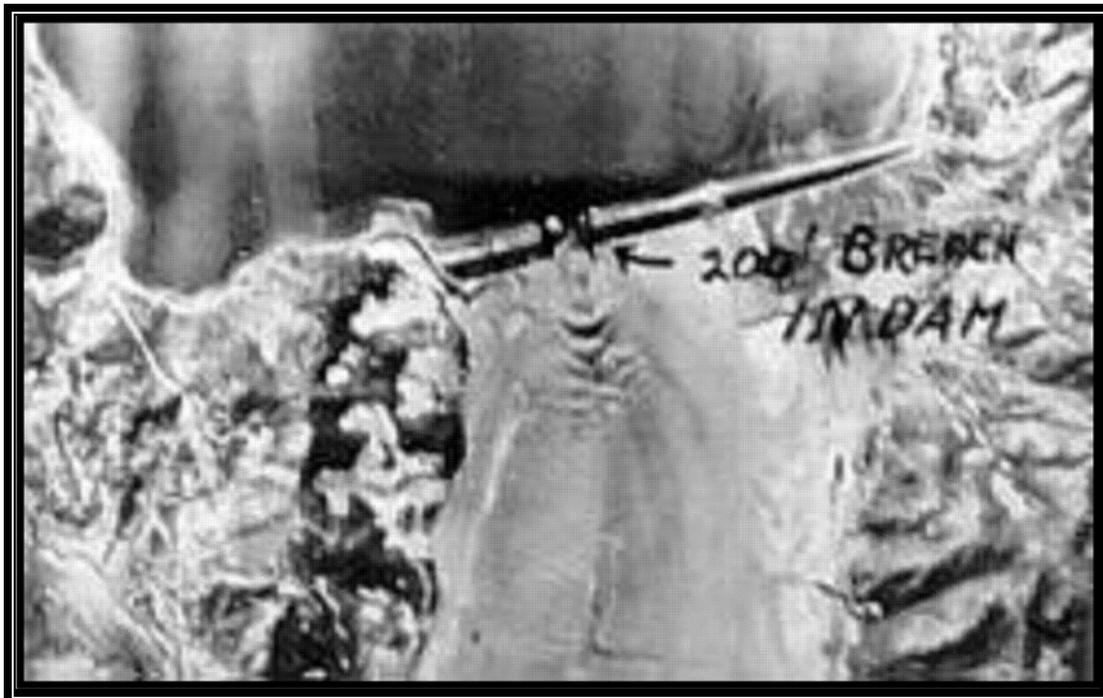
The group moved to the Philippines in November 1944 in preparation for the invasion of Mindora. Aircrews assigned to the 58 FG strafed Japanese naval forces around Mindora saving the allied beachhead on Mindoro, earning the group a Distinguished Unit Citation for its actions on 26 December 1944. The group continued to operate from bases in the Philippines and received a fourth fighter squadron in May 1945—the 201st Mexican Fighter Squadron, the only Mexican unit to see combat in World War II. The 58 FG moved from the Philippines to Okinawa in July 1945 and attacked railways, airfields and naval units in Korea and Kyushu. After the war ended, the 58 FG stayed in the Pacific Theater flying reconnaissance and surveillance missions over Japan until inactivated on 27 January 1946.

Wing History

The wing's official history starts with the activation of the 58th Fighter-Bomber Wing (58 FBW) on 10 July 1952, at Itazuke Air Base, Japan, flying the F-84 Thunderjet. The original composition of the 58 FBW consisted of personnel and equipment from the 136 FBW, a Texas Air National Guard Unit. The 58 FBW moved to K-2 Air Base, later known as Taegu Air Base, South Korea, in August 1952. Fighter-bomber units like the

58 FBW provided close air support for United Nations ground forces. Often flying deep into North Korea's "Mig Alley," the 58 FBW targeted airfields, railways, enemy positions, bridges, dams, electric power plants and vehicles. The 58 FBW fought many battles and inflicted serious damage on the enemy, but these missions were not easy and they came at a cost. By the end of December 1952, the war claimed 18 members of the 58 FBW. By war's end the toll rose even higher. Many wing pilots never came home. According to recent listings from the Defense Prisoner of War/Missing Personnel Office, the fates of 14 members assigned to the 58 FBW are still unaccounted.

As the war raged on, the 58 FBW continued to play a vital role. Truce talks between North Korea and the United Nations stalled in the spring of 1953. As a result, the Air Force began attacking previously excluded targets in the north. On 13 May 1953, Thunderjets from the 58 FBW struck the Toksan Dam, near Pyongyang causing a massive flood. Floodwaters from the breached dam destroyed ten bridges, ruined several square miles of rice crops, flooded over 1,000 buildings and rendered the Sunan Airfield inoperable. Three days later, the wing attacked the Chosan irrigation dam with similar results. The Far East Air Forces commander later credited the 58 FBW by stating the destruction of the Toksan and Chosan irrigation dams resulted in the enemy coming to the truce talks in earnest.



Battle damage assessment of the Chosan Dam in North Korea after a 58 FBW strike in May 1953 shows a 200 foot break in the dam

The 58 FBW served in three Korean War campaigns and earned the Republic of Korea Presidential Unit Citation for its actions in combat. The wing remained in South Korea after the war to provide air defense. The wing converted to F-86 Sabres in 1954

and moved to Osan Air Base in 1955, where it inactivated on 1 July 1958.

On 22 August 1969, the Air Force redesignated the 58 FBW as the 58th Tactical Fighter Training Wing and activated it under the Tactical Air Command at Luke AFB, Arizona. The unit trained pilots in the F-100 Super Sabre and A-7D Corsair II, along with German pilots in the F-104G Starfighter and other Allied pilots in the F-5 Freedom Fighter. The wing became the primary training unit for the F-4 Phantom II in 1971 and received the first F-15 Eagle in November 1974, with President Gerald Ford heading the welcoming committee. The wing's designation changed to the 58th Tactical Training Wing on 1 April 1977, it graduated the last F-4 class on 29 June 1982, and received its first F-16 Fighting Falcon on 6 December 1982. Then, during a major reorganization in 1991, the Air Force redesignated the wing as the 58th Fighter Wing.

The post-Cold War drawdown caused many organizational changes across the Air Force. On 1 July 1993, the Air Force placed training and education under a single command, redesignating the Air Training Command as the Air Education and Training Command (AETC). At the same time, AETC activated the Nineteenth Air Force to oversee flying training. The Air Force also reassigned many bases from Air Combat Command and Air Mobility Command to AETC, including Luke AFB. As a result, the 58th Fighter Wing at Luke AFB now reported to AETC and Nineteenth Air Force. Senior Air Force leaders were also concerned with keeping those units with the longest and most illustrious histories on active status and so moved the unit designations of several Air Force wings; inactivating the least prestigious. Since the 58th ranked 22d in prestige, the Air Force moved the designation of the 58th to Kirtland AFB to take up another long-standing training mission on 1 April 1994.

Mission History

Drawing upon the experience of combat search and rescue in Southeast Asia, the Air Mobility Command activated the 1550th Aircrew Training and Test Wing (1550 ATTW) at Hill AFB, Utah, on 1 April 1971 to serve as a test center and school house for rescue aircrews and technology. Moved to Kirtland AFB on 20 February 1976, the 1550 ATTW continued training helicopter and fixed-wing aircrews. The Air Force redesignated the unit as the 1550th Combat Crew Training Wing (1550 CCTW) on 15 May 1984 and then inactivated it on 1 October 1991, transferring the training mission to the 542d Crew Training Wing (542 CTW). The 542d inactivated in turn on 1 April 1994, transferring the mission to the 58th, now redesignated as a Special Operations Wing (SOW).

The wing also plays a vital role in local/regional search and rescue missions. While training is the primary mission of the 58 SOW at Kirtland AFB, search and rescue members assigned to the wing are typically called upon two or more times each year to support rescue operations for civilian and military personnel. To date, aircrews from Kirtland AFB have been credited with saving 239 lives. In June 2009, the wing participated in its 300th search and rescue operation since the mission arrived from Hill AFB in 1976.



An MH-53J Pave Low III performs a hoist maneuver, 1998. Kirtland aircrews performed operational testing on the first Pave Low III prototype, as well as the aircraft's first search and rescue missions in 1980.



CMSgt Duane Hackney, Air Force Cross recipient and most decorated enlisted troop in Air Force history, received training from the 1550th Technical Training Squadron's Pararescue School following his re-enlistment in 1977.

On 11 September 2001, immediately following a series of terrorist attacks launched against the United States, the 58 SOW flew an MC-130H carrying a federal emergency response team to the crash site of United Flight 93 in Pennsylvania. Since then, personnel and aircrews from the 58 SOW have played a significant role in Operations ENDURING FREEDOM, IRAQI FREEDOM and other contingencies around the world, deploying more than 400 personnel.

To aid the war on terrorism, the 58 SOW began providing a variety of specialized mission rehearsal simulator training courses including high altitude, low-visibility dust-out and visual threat recognition and avoidance training for special operations helicopter students and crews projected to deploy. By better preparing these aircrews, the 58 SOW has made high altitude combat helicopter operations safer. On 23 November 2003, the 58 SOW suffered its first casualty of the war on terrorism, when Maj Steven Plumhoff, a MH-53J pilot, died in a helicopter crash while deployed to Afghanistan for Operation ENDURING FREEDOM. Beginning in October 2007, the wing pioneered a Combat Mission Training course for UH-1 and Mi-7 helicopter instructors deploying to Iraq. This program received the Chief of Staff of the Air Force's Team Excellence Award in September 2008 and was a primary factor in the wing's reception of an Air Force Outstanding Unit Award for the July 2007-June 2008 period.



SSgt Randy Wilkinson, 1550 CCTW Pararescueman, holds an IV bag during a rescue mission on 25 February 1985

In addition to training at Kirtland AFB, the 58 SOW also oversees UH-1H specialized undergraduate pilot training-helicopter (SUPT-H) at Fort Rucker, Alabama. The first Air Force SUPT-H students began attending Army sponsored helicopter pilot training at Fort Rucker in 1971. From 1971 to 2004, SUPT-H at Fort Rucker primarily operated as an Army owned and controlled program. In 2004, while the training remained at Fort Rucker, the Air Force assumed ownership/responsibility for conducting Air Force SUPT-H and the first “All-Blue” SUPT-H class graduated in 2005.



An HH-60G Pave Hawk with the 512th Rescue Squadron at Kirtland AFB, New Mexico performs in-flight refueling from the 550th Special Operations Squadron MC-130P Combat Shadow during a July 2009 training mission. AF Photo by Edward C. Harrison.



The 58 SOW’s most recent addition to its fleet of aircraft, the TH-1H, flies at Ft. Rucker, Alabama.

In keeping with the rapid evolution of the Air Force's global mission, members of the 58 SOW have continued serving at the leading edge of technology, training and development. As the Air Force's premier special operations aircrew training wing, the 58 SOW is now training aircrews on America's newest tilt-rotor aircraft—the CV-22. The wing received the Air Force's first operational CV-22 Osprey on 20 March 2006 and began training students in February 2007. In September 2008, the wing began undergraduate helicopter training on the modified TH-1H platform, in preparation to replace its aging UH-1H fleet, and is currently laying the groundwork for the arrival of the HC/MC-130J. The C-130J models will recapitalize the wing's current C-130 special operations and rescue tankers.



The CV-22 Osprey, the Air Force's first operational tilt-rotor aircraft, embarks on another mission.

Honors

World War II Campaign Streamers:

American Theater	Western Pacific
Air Offensive, Japan	Leyte
New Guinea	Luzon
Bismarck Archipelago	China Offensive

Korean War Campaign Streamers:

Korean Summer-Fall, 1952
Third Korean Winter
Korea Summer-Fall, 1953

Distinguished Unit Citation: Philippines, 26 Dec 44

Philippine Presidential Unit Citation: 17 Oct 44 - 4 Jul 45

Republic of Korea Presidential Unit Citation: 10 Jul 52 - 31 Mar 53

Air Force Outstanding Unit Awards:

15 Oct 68 - 31 Dec 69
1 Jan 71 - 31 Dec 72
1 Jan 75 - 31 Dec 76
1 Jan 78 - 31 Dec 79
1 Aug 82 - 31 May 84
1 Jun 86 - 31 May 88
1 Apr 92 - 31 Mar 94
1 Jan 93 - 30 Jun 94
1 Jul 94 - 31 Dec 95
1 Jul 96 - 30 Jun 98
1 Jul 98 - 30 Jun 00
1 Jul 01 - 30 Jun 02
1 Jul 02 - 30 Jun 03
1 Jul 03 - 30 Jun 04
1 Jul 04 - 30 Jun 05
1 Jul 06 - 30 Jun 07
1 Jul 07 - 30 Jun 08

Aircraft Assigned

58th Group:

P-35	1941-1942
P-36	1941-1942
P-39	1941-1942
P-40	1941-1943
P-43	1941
P-47	1943-1945

1550th Wing:

TH-1F	1971-1987
HH-43F	1971-1975
UH-1N	1971-1991
HH-53B/C/H	1971-1991
CH/HH-3C/E	1971-1991
UH-1P	1972-1976
HH-1H	1973-1975
CT-39A	1981-1985
CH-53A/C	1982-1991
MH-53J	1988-1991
UH-60A/L	1988-1991
MH-60G	1990-1991
HC-130H/P/N	1971-1991

542d Wing

HH-3E	1991-1992
UH-60L	1991-1992
UH-1N	1991-1994
TH-53A	1992-1994
CH-53A	1991-1994
MH-53J	1991-1994
HH-60G	1992-1994
MH-60G	1991-1994
HC-130P/N	1991-1994
MC-130H	1992-1994

58th Wing:

F-84	1952-1954
F-86	1954-1958
F-100	1969-1971
F/TF-104G	1969-1983
F-5A/B/E/F	1969-1979
A-7D	1969-1971
F-4C	1971-1982
F-15A/B/C/D	1974-1979
F-16A/B	1982-1991
F-15D/E	1991-1994
TH-53A	1994-2001
MH-53J	1994-2007
UH-1N	1994-Present
HH-60G	1994-Present
HC-130P/N	1994-Present
MC-130P	1994-Present
MC-130H	1994-Present
UH-1H	2004-Present
CV-22	2006-Present
TH-1H	2008-Present

Stations

58th Group:

Selfridge Field, Michigan	15 Jan 41
Baton Rouge, Louisiana	5 Oct 41
Dale Mabry Field, Florida	4 Mar 42
Richmond Army Air Base, Virginia	16 Oct 42
Philadelphia Municipal Airport, Pennsylvania	24 Oct 42
Bradley Field, Connecticut	3 Mar 43
Green Field, Rhode Island	28 Apr 43
Grenier Field, New Hampshire	16 Sep 43
Sydney, Australia	19 Nov 43
Brisbane, Australia	21 Nov 43
Dobodura, New Guinea	28 Dec 43
Saidor, New Guinea	3 Apr 43
Noemfoor	30 Aug 44
San Roque, Leyte	18 Nov 44
San Jose, Mindoro	30 Dec 44
Mangaldan, Luzon	5 Apr 45
Porac, Luzon	18 Apr 45
Okinawa	10 Jul 45
Japan	26 Oct 45
Fort William McKinley, Luzon	28 Dec 45
Inactivated	27 Jan 46

1550th Wing:

Hill AFB, Utah	1 Apr 71
Kirtland AFB, New Mexico	20 Feb 76
Inactivated	1 Oct 91

542d Wing:

Kirtland AFB, New Mexico	1 Oct 91
Inactivated	1 Apr 94

58th Wing:

Itazuke Air Base, Japan	10 Jul 52
Taegu Air Base, South Korea	Aug 52
Osan-Ni (later Osan) Air Base, South Korea	15 Mar 55
Inactivated	1 Jul 58
Luke AFB, Arizona	15 Oct 69
Kirtland AFB, New Mexico	1 Apr 94

Commanders

58th Fighter Group:

Capt John M. Sterling	15 Jan 1941
Maj Louis W. Chick, Jr.	Unknown
Col Gwen G. Atkinson	8 Dec 1942
Lt Col Edward F. Roddy	12 Mar 1945
Inactivated	27 Jan 1946

58th Fighter-Bomber Wing:

Col James B. Buck	10 Jul 1952
Col Victor E. Warford	22 Jul 1952
Col Joseph Davis, Jr.	1 Jul 1953
Col Arthur C. Agan, Jr.	8 Aug 1953
Col Earl E. Bates, Jr	ca Jul 1954
Col Neil A. Newman	15 Mar 1955
Col Richard T. Carlisle	2 Dec 1955
Col Clifford D. Nash	13 Jun 1956
Col Wayne E. Rhynard	1 Aug 1956
Col Horace A. Hanes	Unknown
Col Ralph L. Merritt, Jr.	1 Jun 1958
Inactivated	1 Jul 1958

1550th Aircrew Training and Test Wing:

Col Malcom Frazee	May 1971
Col Erksine Wigley	Aug 1972
Col William Moore	8 Mar 1973
Col Dale L Oderman	12 Feb 1975
Col Ned L. Cagle	1 Jun 1978
Col Bruce M. Purvine	1 Mar 1979

1550th Combat Crew Training Wing:

Col Charles R. Skinner	18 May 81
Col Floyd Hargrove	18 Jan 83
Col Larry D. Parsons	5 Apr 85
Col Roland J. Page	17 Jun 87
Col Charles R. Holland	15 Jun 89
Col Gary C. Vycital	7 Jun 91

542d Crew Training Wing:

Brig Gen James L. Higham	1 Oct 91
Col Richard T. Jeffreys	1 Jan 93

58th Fighter Wing:

Col John J. Burns	15 Oct 69
Col John S. Clarke, Jr.	30 Jun 70
Brig Gen Albert L. Melton	31 Aug 72
Brig Gen Fred A. Haeffner	15 Aug 74
Col John F. O'Donnell	1 Apr 77
Col James P. Coyne	10 Jun 77
Col Edward Levell, Jr.	4 Aug 77
Col Malcolm F. Bolton	5 Jun 81
Col James F. Record	23 May 83
Col James M. Johnston III	5 May 84
Col Ralph T. Browning	18 Sep 85
Col Walter T. West	16 Jul 87
Col William T. Looke	20 Apr 88
Col William S. Hinton, Jr.	7 Sep 89
Col Steven R. Polk	2 Jul 91
Brig Gen Ralph T. Browning	1 Oct 91
Brig Gen Patrick K. Gamble	21 Aug 92
Brig Gen Stephen B. Plummer	24 Jun 93

58th Special Operations Wing:

Col Richard T. Jeffreys	1 Apr 94
Col Michael N. Farage	30 Aug 94
Col John H. Folkerts	14 Feb 97
Col Michael F. Planert	13 Jul 99
Col Michael B. Byers	14 May 01
Col Eric E. Fiel	25 Apr 03
Col Thomas J. Trask	23 May 05
Col Morris E. Haase	30 Jan 07
Col Eric A. Kivi	18 Jun 08
Col James L. Cardoso	15 Jul 10

TH-1H HUEY



Assigned to the 23d Flying Training Squadron

TH-1H HUEY II

Mission: The TH-1H is a light-lift utility helicopter used to train Air Force helicopter pilots. The helicopter is used for training contact, instrument, remote, low-level navigation, formation and NVG operations.

Features: The TH-1H is capable of flight in instrument and night time conditions. The crew complement is normally three (instructor pilot and two student pilots), but may be flown single-pilot depending on weather and mission requirements.

Background: The TH-1H is the newest of more than 15 variants of the original Huey first flown in 1956. The TH-1H, the latest version of the UH-1H Huey, has undergone an

extensive refurbishment that includes upgraded components and a new avionics suite with a glass cockpit. Whereas the old helicopters were equipped with traditional round dial gauges for altitude, speed, etc., the glass cockpit takes the same information and displays the information digitally on three monitors. Four round dial gauges, however, remain in case there is a total failure of the new system.

The TH-1H's advanced electronics provide expanded training opportunities and improved operational capabilities by upgrading the engine, transmission and rotor system. It has the latest multi-function displays allowing for future upgrades and providing new aircrews with a seamless transition from the T-6 to a follow-on rotary wing aircraft such as the CV-22, any future Reserve helicopters and the Common Vertical Lift Support Platform.

The TH-1H is a Bell UH-1H helicopter with an integrated upgrade kit, or Huey II kit, which encompasses a more powerful engine, and new dynamic components including nose and tailboom. The cockpit and mission equipment upgrades include a change from analog to digital cockpit, the addition of crashworthy seats, and total rewiring. These modifications literally transform a legacy aircraft into a state-of-the-art training platform compatible with future operational aircraft. This undergraduate training platform develops multiple pilot skills and transitions those skills faster across multiple aircraft.

The first TH-1H underwent testing and evaluation in 2007. The Air Force received the first production aircraft in April 2008. Instructor training began in June 2008. The first class to fly the TH-1H started in September of 2008.

General Characteristics

Primary function: Training

Contractor: Bell Helicopter Co.

Power Plant: One Honeywell T-53-L-703 turboshaft engine

Maximum Gross Weight: 10,500 pounds (4,763 kilograms)

Range: 200-plus miles

Ceiling: 15,000 feet (4,572 meters); 10,000 feet (3,048 meters) for gross weights above 10,000 pounds (4,536 kilograms)

Maximum Speed: 149 mph (130 knots)

Cruise Speed: 103-115 mph (90-100 knots)

Length: 57 feet, 1 inch (17.44 meters)

Width: 9 feet, 5 inches (2.87 meters)

Height: 12 feet, 11 inches (3.9 meters)

Diameter of Main Rotor: 48 feet (14.63 meters)

Diameter of Tail Rotor: 8 feet, 6 inches (2.6 meters)

Crew: Instructor Pilot with student pilot

Date Deployed: 2008

UH-1N HUEY



Assigned to the 512th Rescue Squadron

UH-1N HUEY (U.S. Air Force Fact Sheet)

Mission: The UH-1N is a light-lift utility helicopter used to support Air Force Space Command missile wings and groups. The helicopter has a number of uses. Its primary mission includes: Airlift of emergency security and disaster response forces, Security surveillance of off-base movements of nuclear weapons convoys and test range areas during launch conditions, Space shuttle landing support, priority maintenance dispatch support, and emergency positive control document changes, Response to search and rescue operations. Other uses include airlift of missile support personnel, airborne cable inspections and distinguished visitor transport.

Features: The UH-1N is capable of flight in instrument and night time conditions. The crew complement is normally two (pilot and co-pilot), but may be flown single-pilot depending on weather and mission requirements. The crew complement for hoist, water and navigational operations is three, adding a flight engineer. When configured for passengers, the UH-1N can seat up to 13 people, but actual passenger loads are dependent on fuel loads and atmospheric conditions (may be less). The medical evacuation

configuration can accommodate up to six litters. Without seats or litters, the cabin can carry bulky, oversized cargo. Access to the cabin is through two full-sized sliding doors.

Background: The UH-1N entered the Air Force inventory in 1970 to provide search and rescue capabilities. The missions expanded to include missile, distinguished visitor and survival school support. HH-1H's and UH-1F's supporting the missile wings were eventually replaced by the UH-1N due to the greater safety and capability offered by the twin engine. Manufactured by Bell Helicopter/Textron Inc., the UH-1N is the military version of the Bell 212, one of the more than 15 variants of the original "Huey" first designed and flown in 1956.

General Characteristics

Primary function: Light-lift utility

Contractor: Bell Helicopter Co.

Power Plant: Two Pratt and Whitney T400-CP-400 turboshaft engines

Maximum Gross Weight: 10,500 pounds (4,763 kilograms)

Range: 300-plus miles

Ceiling: 15,000 feet (4,572 meters); 10,000 feet (3,048 meters) for gross weights above 10,000 pounds (4,536 kilograms)

Maximum Speed: 149 mph (130 knots)

Cruise Speed: 103-115 mph (90-100 knots)

Length: 57 feet, 3 inches (17.44 meters)

Width: 9 feet, 5 inches (2.87 meters)

Height: 12 feet, 10 inches (3.9 meters)

Diameter of Main Rotor: 48 feet (14.63 meters)

Diameter of Tail Rotor: 8 feet, 6 inches (2.6 meters)

Crew: Pilot with co-pilot and flight engineer, depending upon mission

Date Deployed: 1970

HH-60G PAVE HAWK



Assigned to the 512th Rescue Squadron

HH-60G PAVE HAWK (U.S. Air Force Fact Sheet)

Mission: The primary mission of the HH-60G Pave Hawk helicopter is to conduct day or night operations into hostile environments to recover downed aircrew or other isolated personnel during war. Because of its versatility, the HH-60G is also tasked to perform military operations other than war. These tasks include civil search and rescue, emergency aeromedical evacuation, disaster relief, international aid, counterdrug activities and NASA space shuttle support.

Features: The Pave Hawk is a highly modified version of the Army Black Hawk helicopter which features an upgraded communications and navigation suite that includes integrated inertial navigation/global positioning/Doppler navigation systems, satellite communications, secure voice, and Have Quick communications.

All HH-60Gs have an automatic flight control system, night vision goggles lighting and forward looking infrared system that greatly enhances night low-level operations. Additionally, Pave Hawks have color weather radar and an engine/rotor blade anti-ice system that gives the HH-60G an adverse weather capability.

Pave Hawk mission equipment includes a retractable in-flight refueling probe, internal auxiliary fuel tanks, two crew-served 7.62mm machineguns, and an 8,000-pound (3,600 kilograms) capacity cargo hook. To improve air transportability and shipboard operations, all HH-60G's have folding rotor blades. Pave Hawk combat enhancements include a radar warning receiver, infrared jammer and a flare/chaff countermeasure dispensing system. HH-60G rescue equipment includes a hoist capable of lifting a 600-pound load (270 kilograms) from a hover height of 200 feet (60.7 meters), and a personnel locating system that is compatible with the PRC-112 survival radio and provides range and bearing information to a survivor's location.

A limited number of Pave Hawks are equipped with an over-the-horizon tactical data receiver that is capable of receiving near real-time mission update information.

Background: The Pave Hawk is a twin-engine medium-lift helicopter operated by Air Combat Command, Pacific Air Forces, Air Education and Training Command, Air National Guard and Air Force Reserve Command.

In April 2006, the rescue mission was transferred back to Air Combat Command at Langley Air Force Base, Va. From 2003 to 2006, the mission was under the Air Force Special Operations Command at Hurlburt Field, Fla. Prior to 2003, the aircraft had been assigned to ACC.

General Characteristics

Primary Function: combat search and rescue and military operations other than war in day, night or marginal weather conditions.

Builder: United Technologies/Sikorsky Aircraft Company

Power Plant: Two General Electric T700-GE-700 or T700-GE-701C engines

Thrust: 1,560-1,940 shaft horsepower, each engine

Length: 64 feet, 8 inches (17.1 meters)

Height: 16 feet, 8 inches (4.4 meters)

Rotor Diameter: 53 feet, 7 inches (14.1 meters)

Speed: 184 mph (294.4 kph)

Maximum Takeoff Weight: 22,000 pounds (9,900 kilograms)

Range: 445 statute miles; 504 nautical miles (unlimited with air refueling)

Armament: Two 7.62mm machine guns

Unit Cost: \$9.3 million (fiscal 98 constant dollars)

Crew: Two pilots, one flight engineer and one gunner

Date Deployed: 1982

HC-130P/N COMBAT KING



Assigned to the 550th Special Operations Squadron

HC-130P/N (U.S. Air Force Fact Sheet)

Mission: The HC-130P/N is an extended-range, combat search and rescue version of the C-130 Hercules transport. Its mission is extend the range of combat search and rescue helicopters by providing air refueling in hostile or contested airspace if required.

Secondary mission capabilities include performing tactical delivery via airdrop or airland of pararescue specialist teams, small bundles, zodiac watercraft, or four-wheel drive all-terrain vehicles; and providing direct assistance to a survivor in advance of the arrival of a recovery vehicle. Other capabilities are extended visual and electronic searches over land or water, tactical approaches and unimproved airfield operations at day or night, using night vision goggles. A team of three pararescue specialists, trained in emergency trauma medicine, harsh environment survival and assisted evasion techniques, is part of the basic mission crew complement.

Features: Combat Air Forces HC-130 aircraft have undergone extensive modifications. These modifications include night vision goggle-compatible interior and exterior lighting, a personnel locator system compatible with aircrew survival radios, forward-looking infrared systems and advanced integrated radios.

The HC-130 can fly in the day against a reduced threat; however, crews normally fly night, low-level, air refueling and airdrop operations using night vision goggles. It can fly low-level NVG tactical flight profiles to avoid detection. To enhance the probability of mission success and survivability near populated areas, crews employ tactics that include incorporating no external lighting or communications, and avoiding radar and weapons detection.

Background: The HC-130P/N is the only dedicated fixed-wing combat search and rescue platform in the Air Force inventory. First flown in 1964, the aircraft has served many roles and missions. It was initially modified to conduct search and rescue missions, provide a command and control platform, in-flight-refuel helicopters and carry supplemental fuel for extending range or air refueling.

In April 2006, the rescue mission was transferred back to Air Combat Command at Langley AFB, Virginia. From 2003 to 2006, the mission was under the Air Force Special Operations Command at Hurlburt Field, Fla.

General Characteristics

Primary function: Air refueling for rescue helicopters

Builder: Lockheed Aircraft Corp.

Power Plant: Four Allison T56-A-15 turboprop engines

Thrust: 4,910 shaft horsepower each engine

Length: 98 feet, 9 inches (30.09 meters)

Height: 38 feet, 6 inches (11.7 meters)

Maximum Takeoff Weight: 155,000 pounds (69,750 kilograms)

Wingspan: 132 feet, 7 inches (40.4 meters)

Speed: 289 miles per hour (464 kilometers per hour) at sea level

Ceiling: 33,000 feet (10,000 meters)

Range: Beyond 4,000 miles (3,478 nautical miles)

Crew: Three officers (pilot, co-pilot, navigator) and seven enlisted (flight engineer, airborne communications specialist, two loadmasters and three pararescuemen)

Unit Cost: \$18.4 million (fiscal 98 constant dollars)

Date Deployed: 1964

MC-130P COMBAT SHADOW



Assigned to the 550th Special Operations Squadron

MC-130P COMBAT SHADOW (U.S. Air Force Fact Sheet)

Mission: The Combat Shadow flies clandestine or low visibility, single or multi-ship low-level missions intruding politically sensitive or hostile territory to provide air refueling for special operations helicopters. The MC-130P primarily flies missions at night to reduce probability of visual acquisition and intercept by airborne threats. Secondary mission capabilities may include airdrop of leaflets, small special operations teams, bundles and combat rubber raiding craft, as well as night vision goggles, takeoff and landing procedures and in-flight refueling as a receiver.

Features: Recent modifications to the MC-130P feature improved navigation, communications, threat detection and countermeasures systems. The Combat Shadow fleet has a fully-integrated inertial navigation and global positioning system, and night vision goggle compatible interior and exterior lighting. It also has forward looking infrared, radar and missile warning receivers, chaff and flare dispensers, night vision goggle compatible heads-up display, satellite and data-burst communications, as well as in-flight refueling capability as a receiver (on 15 aircraft).

The Combat Shadow can fly in the day against a low threat. The crews fly night low-level, air refueling and formation operations using night vision goggles. To enhance the

probability of mission success and survivability near populated areas, employment tactics incorporate no external lighting and no communications to avoid radar and weapons detection.

General Characteristics

Primary Function: Air refueling for special operation forces helicopters

Builder: Lockheed

Power Plant: Four Allison T56-A-15 turboprop engines

Thrust: 4,910 shaft horsepower each engine

Length: 98 feet, 9 inches (30.09 meters)

Height: 38 feet, 6 inches (11.7 meters)

Wingspan: 132 feet, 7 inches (40.4 meters)

Speed: 289 mph (at sea level)

Ceiling: 33,000 feet (10,000 meters)

Maximum Takeoff Weight: 155,000 pounds (69,750 kilograms)

Range: Beyond 4,000 miles

Crew: Officers - pilot, co-pilot, right navigator and left navigator; enlisted - flight engineer, communications systems operator and two loadmasters

Date Deployed: 1986

Unit Flyaway Cost: \$75 million (fiscal 2001 dollars)

MC-130H COMBAT TALON II



Assigned to the 550th Special Operations Squadron

MC-130H COMBAT TALON II (U.S. Air Force Fact Sheet)

Mission: The MC-130H Combat Talon II provides infiltration, exfiltration and resupply of special operations forces and equipment in hostile or denied territory. Secondary missions include psychological operations and helicopter air refueling

Features: The aircraft features terrain-following and terrain-avoidance radars capable of operations as low as 250 feet in adverse weather conditions. Structural changes to a basic C-130 include the addition of an in-flight refueling receptacle, and strengthening of the tail to allow high speed/low-signature airdrop. Its navigation suite include dual ring-laser gyros, mission computers and integrated global positioning system. It can locate, and either land or airdrop on small, unmarked zones with pinpoint accuracy day or night.

An extensive electronic warfare suite enables the aircrew to detect and avoid potential threats. If engaged, the system will protect the aircraft from both radar and infrared-guided threats. The MC-130H is modified with aerial refueling pods to provide in-flight refueling of Special Operations Forces and rescue helicopters. The Combat Talon II, designed in the 1980s, features an integrated glass flight deck that improves crew coordination.

General Characteristics

Primary Function: Infiltration, exfiltration and resupply of special operations forces

Builder: Lockheed

Power Plant: Four Allison T56-A-15 turboprop engines

Thrust: 4,910 shaft horsepower each engine

Length: 99 feet, 9 inches (30.4 meters)

Height: 38 feet, 6 inches (11.7 meters)

Wingspan: 132 feet, 7 inches (40.4 meters)

Speed: 300 mph

Load: 77 troops, 52 paratroopers or 57 litter patients

Ceiling: 33,000 feet (10,000 meters)

Maximum Takeoff Weight: 155,000 pounds (69,750 kilograms)

Range: 2,700 nautical miles (4,344 kilometers) Inflight refueling extends this to unlimited range

Crew: Officers - two pilots, a navigator and electronic warfare officer; enlisted - flight engineer and two loadmasters

Date Deployed: June 1991

Unit Cost: \$155 million (fiscal 2001 constant dollars)

CV-22 OSPREY



Assigned to the 71st Special Operations Squadron

CV-22 OSPREY (U.S. Air Force Fact Sheet)

Mission: The CV-22 Osprey is a tiltrotor aircraft that combines the vertical takeoff, hover, and vertical landing qualities of a helicopter with the long-range, fuel efficiency and speed characteristics of a turboprop aircraft. The Osprey adds new capability and fills a long-standing U.S. Special Operations Command requirement to conduct long-range infiltration, exfiltration and resupply missions during night operations.

Features: The CV-22 takes off vertically and, once airborne, the nacelles (engine and prop-rotor group) on each wing can rotate into a forward position. This versatile, self-deployable aircraft offers increased speed and range over other rotary-wing aircraft, and can perform missions that normally would require both fixed-wing and rotary-wing aircraft. The Osprey can cruise at 277 miles per hour, and has a range three times greater than the MH-53J. It is also much quieter, thereby avoiding enemy threats

The CV-22 has an advanced electronic warfare suite, a multi-mode radar which permits flight at very low altitude in zero visibility, a retractable aerial refueling probe, four radios and flight engineer seat and crew positions in the cockpit.

Background: The CV-22 is an Air Force-modified version of the U.S. Marine Corps MV-22. Developmental testing at Edwards Air Force Base, Calif., began September 2002. The first production representative aircraft arrived at Kirtland AFB, N.M., in September and October 2005 for operational testing and aircrew training.

The first production aircraft were delivered to Kirtland AFB in March and May, 2006, for operational testing and training. Combat aircraft were delivered to Hurlburt Field's 16th Special Operations Wing in fiscal 2007 with an initial operational capability established in fiscal 2009 with six aircraft.

General Characteristics

Primary function: Special operations forces long-range infiltration, exfiltration, and resupply

Builders: Bell Helicopter Textron Inc., and Boeing Company, Defense and Space Group, Helicopter Division

Power Plant: Two Rolls Royce-Allison AE1107C turboshaft engines

Thrust: 6,200 shaft horsepower per engine

Length: 57 feet, 4 inches (17.4 meters)

Height: 22 feet, 1 inch (6.73 meters)

Wingspan: 84 feet, 7 inches (25.8 meters)

Rotary Diameter: 38 feet (11.6 meters)

Speed: 277 miles per hour (241 knots) (cruising speed)

Ceiling: 25,000 feet (7,620 meters)

Maximum Vertical Takeoff Weight: 52,870 pounds (23,982 kilograms)

Maximum Rolling Takeoff Weight: 60,500 pounds (27,443 kilograms)

Range: 1,500 nautical miles with internal auxiliary fuel tanks and no refueling. More than 2,500 nautical miles is possible with one aerial refueling and auxiliary tanks.

Unit cost: \$89 million (2005 dollars)

Crew: Four (pilot, copilot and two enlisted flight engineers)

Date Deployed: 2006 (with projected initial operational capability in 2009)

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